

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5077. 號五十月十年九十七百八千一英

HONGKONG, WEDNESDAY, OCTOBER 15, 1879.

日一初月九年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGER, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus. R. C. BATES, HENDY & Co., 4, Old Jewry. E. C. SAMUEL, DRAGON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSEN, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 183, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAS & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINZEN & Co., Malacca.

CHINA:—MACAO, MESSRS A. A. DE MELLO & Co., Suco, Campesina & Co. Amoy, WILSON, NICHOLS & Co. Foochow, HENDER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—Hon. W. KEWICK.
E. R. BELLING, Esq.
H. L. DALRYMPLE, Esq.
H. HOPKINS, Esq.
A. MOYER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on Fixed Deposits:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON,
Manager.

Hongkong, May 31, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.
RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGÈRE, PARIS.

AGENCIES AND BRANCHES at:

LONDON, BOMBAY, SAN FRANCISCO, MARSHFIELD, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANKING, SHANGHAI, FOOCHOW.

LONDON BANKERS:

THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Term to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOULLEMONT,
Manager, Shanghai.

Hongkong, May 20, 1879.

Banks.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3 1/2 per Annum.
" 6 " " 4 " "
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SOOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £2,800,000.
RESERVE FUND, £1,500,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong

grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Entertainment.

THEATRE ROYAL,

CITY HALL.

JOHN JACK'S CELEBRATED COMPANY.

ARMY AND NAVY REQUEST NIGHT.

THIS EVENING,

15th October, 1879.

LAST PERFORMANCE,

AS THE COMPANY LEAVE TO-MORROW.

Under the immediate Joint Patronage of

LIEUT. COLONEL W. L. STUART, R.E.,
Commanding Her Majesty's Forces in China and Straits Settlements;

LIEUTENANT COLONEL L. F. HALL,
Commanding the Royal Artillery in China and Straits Settlements;

LIEUTENANT COLONEL GEDDES,
Her Majesty's 27th Infantry, and

COMMODORE SMITH, R.N.,
AND OFFICERS H. M. NAVAL SQUADRON.

When will be Repeated by

Particular Request

BYRON'S WORLD RENOWNED COMEDY,
In Three Acts, Entitled

"OUR BOYS."

Presented and Performed Equal to

THE ORIGINAL LONDON CAST.

For Full Particulars, see Bills of the Day.

Hongkong, October 15, 1879. oc10

Intimations.

CANTON INSURANCE OFFICE.

NOTICE is hereby given that the Ordinary General MEETING of SHAREHOLDERS in the above Office will be held at the Office of the Undersigned, No. 7, QUEEN'S ROAD, on TUESDAY, the 21st Instant, at 3 p.m.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office.

Hongkong, October 11, 1879. oc21

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the SOCIETY will be held at its HEAD OFFICE, Hongkong, on MONDAY, the 27th Instant, at 3 o'clock p.m., for the Purpose of Receiving the Report of the Directors together with Statements of Accounts for the Year 1878, and for the Half-year ending 30th June, 1879.

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th Instant, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, October 11, 1879. oc27

For Sale.

FOR SALE,

EX RECENT ARRIVALS.

DEVON'S NONPAREIL KEROSENE OIL (Certified 150° Fire Test).
The New STUDENTS' READING LAMPS for Nonpareil Kerosene, (are perfectly Safe and give a Light equal to, but more mellow than Gas).
AMERICAN FLOOR OIL-CLOTH in New Patterns.

LIGNUM, the New FLOOR-CLOTH for Halls and surrounding Billiard Tables.
ROYAL INHUS CONSTABULARY REVOLVERS.
COLT'S POCKET DERRINGER PISTOLS.
AMERICAN DINING-ROOM CHAIRS.
PERAMBULATORS. RIDING and DRIVING WHIPS.

BRIDLES. GARDENING TOOLS.
HORSE CLIPPERS. CUMSHAW TEA.
TODDY KETTLES. RUG STRAPS.
LAWN TENNIS SETS. PAINT BOXES.
PENKNIVES. RAZORS. SCISSORS.

SPONGES. PLAYING CARDS. PERFUMERY.
CHUBB'S CASH BOXES. NEW MEERSCHAUMS.
Well-Seasoned MANILA CIGARS and CHEROOTS.
UNDERSHIRTS and ASSORTED HOSIERY.
VEGETABLE, FLOWER and LAWN GRASS SEEDS.

New SCARFS, TIES, BRACES, &c.
WALKING STICKS and UMBRELLAS.
GOLDEN GATE BAKER'S EXTRA FLOUR.
Fresh HAMS and CHEESE. New HATS.
COLE DOOR MATS.

LANE, CRAWFORD & Co.

Hongkong, October 1, 1879. oc1

ROSE AND COMPANY,

31 & 33, QUEEN'S ROAD,

HAVE Received per FRENCH and ENGLISH MAILS, GLENBARN, &c., &c., Their

New GOODS for the Season, Comprising:—

BLACK SILKS. COLORED SILKS.

BLACK SATINS. COLORED SATINS.

BLACK CASHMERE. BLACK ALPACAS.

Colored FRENCH MERINOS in all the New Shades.

The New ATT-LEA CLOTH, &c., &c.

The New CRETONNES. Toilet COVERS.

Toilet QUILTS, Turkish TOWELS, &c., &c.

The New "BRILLIANT" LADIES' HOSE in PINKS, SKYS, NAVYS, and CARDINALS, and in all Sizes.

CHILDREN'S SOCKS in great variety.

PARIS KID GLOVES in 2, 4 and 6 Buttons.

Black and Colored SILK GLOVES in 2 and 4 Buttons.

Piece VELVETS, in Black and all new Colors.

New Millinery SILKS, LACES, RIBBONS, FEATHERS, &c., &c.

The Latest Novelties in LISSE and MUSLIN PLATTINGS.

Gentlemen's New Designs in COLLARS and CUFFS.

SHIRTS with and without Collars attached.

UNDER-VESTS and PANTS.

All the New Styles in TIES, SCARVES, &c., &c.

Gentlemen's Russian Calf and Kid GLOVES.

Silk SOCKS. Cotton, Merino and Cashmere.

SOCKS in the Latest Designs.

SOAPS and PERFUMERY.

Black FELT HATS.

Ladies' and Gentlemen's UMBRELLAS, in all the Latest Novelties.

Children's BOOTS and SHOES, in Great Variety.

The New FRINGES of every Description.

BRAIDS and TRIMMINGS of every Description.

MILLINERY and DRESS-MAKING.

NOTE the ADDRESS—ROSE AND COMPANY,

31 & 33, QUEEN'S ROAD,

(Formerly next Door to the HONGKONG HOTEL).

Hongkong, October 4, 1879. oc18

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 11th Oct., 1879.

RECRUIT and M. L. GUN DRILL at

MURRAY BATTERY on THURSDAYS, at 5.15

p.m., at which all MEMBERS who have

not passed these DRILLS are requested to

attend.

FIELD GUN DRILL at the NORTH

BARRACKS on THURSDAYS, at 5.15 p.m.

A. COXON,
Captain-Commandant H. K. A. V.

IMPERIAL MARITIME CUSTOMS.

CONTRACT FOR THE SUPPLY OF

LIGHT-HOUSE OIL.

SEALED TENDERS will be Received

at this Office till 1st December next,

for the SUPPLY of 4,000 IMPERIAL

Gallons PEANUT OIL for Use at the

Light-Houses in the Southern Division of

CHINA, for the Year 1880. Printed forms

of Tender can be obtained on application

at this Office.

The Oil to be perfectly Pure and Un-

mixed, of the best Quality and Colour,

free from Sediment, and to be delivered at

the Customs Godowns, AMOY, in the follow-

ing Quantities, viz:—

2,000 Gallons on or before 31st Decem-

ber next.

2,000 Gallons on or before 1st July,

1880.

The Oil will be measured as delivered,

and each Tender must be accompanied by

a Sample in a clear Glass Bottle of not less

quantity than half a Pint.

No Tender will be accepted on any other

form than that issued from this Office.

The Commissioner does not pledge him-

self to accept the lowest or any Tender.

H. E. HOBSON,
Commissioner of Customs.

AMOY, 8th October, 1879. oc10

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for HANKOW and Ports on the YANGTZE.)

The Company's Steamship "AGAMEMNON" will be despatched on the 16th Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 14, 1879. oc16

CASTLE LINE OF STEAMERS.

FOR SHANGHAI.

The Steamship "BRAEMAR CASTLE," Thomson, Commander, expected here on or about the 11th Instant, will have immediate despatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, October 4, 1879.

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

The Steamship "OCEANIC," Captain J. METCALFE, will be despatched hence for LONDON via SUEZ CANAL on or about October 20th, 1879.

For Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, August 22, 1879.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "DEUO LION,"

Capt. R. J. BROWN, will be despatched on or about the 23rd Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 1, 1879.

AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE.

Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.

The Company's Steamer "OCEAN,"

H. WEBBER, Commander, will be despatched as above on or about the 25th Instant.

For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, October 1, 1879.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "ORIENTES,"

Capt. J. K. WEBSTER, will be despatched on or about the 30th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 14, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA,"

Commandant GUIRAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 7, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "IVA,"

Commandant ROLLAND, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 7, 1879.

Shipping.

Sailing Vessels.

FOR YLOILO.

The German Barque

"H. UPMANN,"

WEBER, Master, will have im-

mediate despatch as above.

For Light Freight, apply to

REMEDIOS &

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs ADAMSON, BELL & Co., to sell by Public Auction, (For account of whom it may concern,) ON

TUESDAY,

the 4th of November next, (Unless previously disposed of by Private Contract.)

The British Barque

"CHOCOLATA"

as she now lies at Anchor off Yow-mah-tee. She was built of Oak and Elm at NANTES in 1868, and is well and favorably known on this Coast. She is well found in Sails and Gear generally, has 2 BOWER ANCHORS, each with 100 fathoms Cable; also 1 SPARE ANCHOR and 2 KEDGES. She has been recently opened for survey, and is still open for inspection.

For further particulars, apply to Messrs ADAMSON, BELL & Co., or to the Auctioneers.

TERMS OF SALE.—As customary. HUGHES & LEGGE, Auctioneers.

Hongkong, Oct. 11, 1879. oc4

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day-to-be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situated at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

To-day's Advertisements.

HONGKONG RACES—1880.

THIS MEETING will take place on MONDAY, TUESDAY, and WEDNESDAY, the 25th, 26th, and 27th FEBRUARY, 1880.

Gentlemen having suggestions to offer or propositions to make are invited to communicate with the Clerk of the Course on or before the 20th instant.

THE HONGKONG DERBY. A SWEEPSTAKE of \$20 each. Half forfeit, if Declared on or before the Day of Closing Entries—with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies bona fide Grifflins at Date of Entry. (WEDNESDAY, 21st JANUARY, 1880). First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight, 10st. 10lbs. One Mile and a half. (NOMINATIONS CLOSE ON MONDAY, 22nd DECEMBER, 1879—Addressed to the Clerk of the Course at the Hongkong Club).

By Order, L. B. FRIEND, Lieut. R.E., Clerk of the Course.

Hongkong, October 15, 1879. oc21

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON

THURSDAY,

the 16th October, 1879, at 11 o'clock, at his Auction Sales Room, Peddar's Wharf,—

(For account of whom it may concern,) K & W 1/3, 3 cases containing 150 Kerosine Lamps.

W & C 706, 1 case containing 50 Kerosine Lamps.

W & C 707, 1 case containing 300 Kerosine Lamps.

K & W 710, 4 cases containing 150 Kerosine Lamps.

K & W 4/6, 3 cases containing 150 Kerosine Lamps.

EN 117/118, 2 cases containing Crystal Clocks.

(All more or less damaged by sea water.)

Ex "Grand Duc Constantin."

TERMS.—Cash on delivery in Bank Notes.

G. R. LAMBERT, Auctioneer.

Hongkong, Oct. 15, 1879. oc16

COMPAGNIE DES MESSAGERIES MARITIMES.

S/A. A. V. A.

NOTICE.

CONSIGNEES of Cargo per S. S. *Rapahite*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 11 a.m. To-morrow, the 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 22nd inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, October 15, 1879. oc22

To-day's Advertisements.

MacEWEN, FRICKEL & Co.,

BEG to announce the ARRIVAL of the following FINEST CREAMS STORIES, &c. Ex "OCEANIC," "LORD OF THE ISLES," And Other Late Arrivals.

Finest California BUTTER in Rolls.

Good Cooking BUTTER in Kegs.

Pine Apple CHEESE.

Limburg CHEESE.

Sap Sage CHEESE.

Prime Gilroy CHEESE.

Fine Eastern HAMS.

Fine Eastern BACON.

Prime Smoked SALMON.

Smoked HERRINGS.

Boston MACKEREL.

SALMON BELLIES.

Family PIG PORK and BEEF in Kegs.

Pickled OX-TONGUES.

Boneless and Good Dry CODFISH.

SAUERKRAUT in Kegs.

Finest CAVIARE and SARDELLIES.

Fresh APPLES.

"No Plus Ultra" APPLE RINGS.

ICKORY NUTS.

PECAN NUTS.

BRAZIL NUTS.

PEANUTS.

COMB-HONEY in Frames.

Pure Orange BLOSSOM HONEY.

BROOKHAM'S TURKEY & TONGUE.

Do. LUNCH TONGUE.

Do. COMPRESSED HAM.

L. McNEIL & LIBBY'S COMPRESSED HAM.

L. McNEIL & LIBBY'S CORNED BEEF.

L. McNEIL & LIBBY'S COMPRESSED TONGUE.

Green TURTLE, 1lb. and 2lb. tins.

Boneless Spiced PIG'S FEET.

Assorted Dressed MEATS.

Baked PORK and BEANS.

CALIFORNIA CRACKER Co.'s GINGER CAKES.

CALIFORNIA CRACKER Co.'s SODA BISCUITS.

CALIFORNIA CRACKER Co.'s OYST. TER CRACKERS.

WAFER BISCUITS per Pound.

OATMEAL in Cakes.

Fresh CORNMEAL.

Cracked WHEAT.

BUCK WHEAT.

RYE FLOUR.

HOMINY.

CUTTING'S Assorted JELLIES in Glass Pots.

CUTTING'S Assorted DESSERT FRUITS.

Do. QUEEN'S OLIVES.

Do. PICKLED LIMES.

Do. STUFFED PEPPERS.

Do. ASPARAGUS.

Do. Ass. Corned VEGETABLES.

Do. Ass. PICKLED.

Do. Ass. SAUCES.

White BEANS.

Split PEAS.

Mess' PORK and BEEF.

BORDEN'S Condensed MILK (very fresh).

&c., &c., &c.

CHROME & BLACKWELL'S

HOUSEHOLD STORES.

MULSON'S

Assorted German SAUSAGES.

Do. Do. VEGETABLES.

Long ASPARAGUS (very fine).

PHILIPPS & CANAUD'S

SARDINES. Assorted PATES.

JOHN MOIR & SONS'

Celebrated Family STORES.

Game PIE'S, Veal and Ham PIES.

Truffled SAUSAGES.

Cambridge SAUSAGES.

Bologna SAUSAGES.

Pork SAUSAGES. SARDOYS.

SALMON OUTLETS (in Indian Sauce).

HADDUCK ROES. Fried SOLES.

Kipper HERRINGS. BLOATERS.

HERRINGS A LA SARDINE.

OATMEAL, &c.; &c.

BOOKS!

BOOKS!!!

The Latest and most Popular

NOVELS,

By FIRST CLASS AUTHORS.

DICTIONARIES,

&c., &c., &c.

"Cable Coil," "Perfection" and "Empress of India"

TOBACCO.

Specially Selected CIGARS.

Cavite CHEROOTS.

Princess CHEROOTS.

Cavite CIGARS.

Princess CIGARS.

Aroceros CIGARS.

Vegueros CIGARS.

Choice No. 3 Meigs CHEROOTS.

Choice No. 3 Fortin CIGARS.

REVOLVERS & RIFLES.

Breech loading Central Fire FOWLING

PIECES.

Electro-Plated "British Bull Dog" REVOLVERS.

SMITH and WESSON'S REVOLVERS.

Colt's DERINGER PISTOLS and REVOLVERS.

CARTRIDGES, &c.; &c.

Hongkong, October 15, 1879.

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "HAKON ADELSTEN," Captain O. Eken, will be despatched for the above Port TO-MORROW, the 16th inst., at 2 p.m. For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, October 15, 1879. oc16

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "KWANGTUNG," Captain AMOY, will be despatched for the above Ports on SUNDAY, the 19th inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co.

Hongkong, October 15, 1879. oc19

FOR NEW YORK.

The A 1 American Ship "EMERALD ISLE," STAPLES, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, October 15, 1879.

HONGKONG, CANTON, AND MAQAO

STEAMBOAT COMPANY, LIMITED.

COMMENCING ON SUNDAY, the 19th instant, and until further notice, the NIGHT BOAT will leave CANTON for HONGKONG on SUNDAYS, instead of SATURDAYS.

By Order, P. A. DA COSTA, Secretary.

Hongkong, October 15, 1879. oc18

SHIPPING.

ARRIVALS.

Oct. 15, *Hae-shin*, Chinese steamer, from Canton.

Oct. 15, *Eta*, Chinese gunboat, 400, F. E. Walker, R.N., Singapore Oct. 4.

Oct. 15, *Theta*, Chinese gunboat, 421, Lieut. J. J. Bell, R.N., Singapore Oct. 4.

Oct. 15, *Epsilon*, Chinese gunboat, 400, Lang, R.N., Singapore Oct. 4.

Oct. 15, *Zeta*, Chinese gunboat, 400, R. Paul, R.N., Singapore Oct. 4.

Oct. 15, *Kiangchow*, British steamer, 159, A. N. Love, Hoihow Oct. 14, General.

Oct. 15, *Canton*, Siamese ship, 779, C. Kandson, Bangkok Sept. 26, RICO.

Oct. 15, *Avra*, French steamer, 2178, Rolland, Marseilles Sept. 7, Naples 9, Port Said 14, Suez 15, Aden 21, Galle 30, Singapore Oct. 8, and Saigon 12, Malls and General.—MESSAGERIES MARITIMES.

DEPARTURES.

Oct. 15, *Douglas*, for Coast Ports.

15, *Emeralda*, for Manila.

15, *Petisco*, for Bangkok.

15, *Cyprien*, for Nagasaki.

CLEARED.

Homewood, for San Francisco.

Kalaja, for London.

Antioch, for San Francisco.

Agamemnon, for Amoy.

Centaur, for Cape St. James.

Radnorshire, for Yokohama.

Pernambuco, for Saigon.

PASSENGERS.

ARRIVED.

Per *Avra*, for Hongkong: from Marseilles, Mr and Mrs Pellock, Revs. Duell Han, Tohen Tchou, Tortugas, Verder, Richard, and Aguesse; from Singapore, Mr Georges and son; from Saigon, Mr Roques, and 117 Chinese.—For Shanghai: from Marseilles, Messrs Russell, Saurat, Malre, and Talon.—For Yokohama: from Marseilles, Messrs Dixon, Merlan, and Cheynet.

Per *Kiangchow*, from Hoihow, Mr and Mrs Wilson and child, and 48 Chinese.

DEPART.

Per *Douglas*, for Amoy, Mr F. Clayton.

Per *Diamond*, for Amoy, Messrs R. A. Lane, Schlesinger, and Guthrie.

Per *Pernambuco*, for Saigon, 262 Chinese.

SHIPPING REPORTS.

The Chinese gunboat *Theta* reports: Rain and light winds.

The British steamer *Kiangchow* reports: Light winds and fine weather throughout.

CARGOES.

Per British ship *Agnes Muir*, sailed 6th October, 1879, for Hamburg: 9,070 cases Cassia lignea, 100 bales Chinacool, 270 pkgs. Merchandise, 350 tons Coprah, and 80 cases Cinnamon.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—Per *Hakon Adelsten*, at 1.30 p.m. To-morrow, the 16th inst.

For HOIHOW and HAIPHONG, (with Mails for Pakhoi and Hanoi).—Per *Hae-shin*, at 1.30 p.m. To-morrow, the 16th inst.

For STRAITS SETTLEMENTS, AND CALCUTTA.—Per *Moray and Arratoon Apar*, at 2.30 p.m., on Thursday, the 16th inst.

For SWATOW.—Per *Atoll*, at 5 p.m. To-morrow, the 16th inst.

For HIOGO, YOKOHAMA (AND NAGASAKI).—Per *Nigata Maru*, at noon, on Saturday, the 18th inst., instead of as previously notified.

For SWATOW, AMOY, & FOOCHEW.—Per *Kwangtung*, at 5 p.m., on Saturday, the 18th inst.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALEXANDER YEATS, Canadian ship, Capt. J. W. Dunham.—P. & O. S. N. Co.

Wm. H. DITZ, American barkentine, Capt. Knidott.—Chong Woo.

H. UPMANN, German barque, Captain H. G. Weber.—Eduard Schellhass & Co.

BREITRODER, German barque, Captain Haje.—Melchers & Co.

MEASURES FOR TO-MORROW.

Shipping.

Daylight.—*Agamemnon* leaves for Shanghai.

Notice of optional cargo per *Avra* to be given before 11 a.m.

2 p.m.—*Hakon Adelsten* leaves for Shanghai.

3 p.m.—*Moray and Arratoon Apar* leave for Singapore, &c.

Auction.

11 a.m.—Auction of Sundries at Mr G. L. Lamert's Sales Room.

Meeting.

9 p.m.—Meeting of Perseverance Lodge.

General Memoranda.

FRIDAY, October 17:—

Transfer Books of Union Insurance Society of Canton, closed from this date to 27th instant, inclusive.

SATURDAY, October 18:—

Noon.—French Mail leaves for Ports of Call and Europe.

Noon.—Mitsui Bishi Mail leaves for Yokohama via Kobe.

done to it. Mr Jack himself we should have mentioned sooner; as the *Sergeant* of the glorious 21st he was perfect, save when his unhappy inclination to over-do the declamatory passages, for rather to make declamatory passages of what was never intended to be treated as anything of the sort, cropped up. A special good word is called for as to Mr George Norville, who made a highly successful appearance and got an enthusiastic reception. Alas! as the "nice young gentleman" who saved Josephine's life, and as the successful soldier returned with honours thick upon him for which he could give no satisfactory explanation save that he had always been trying to get killed, he had the house entirely with him. His song—"Let me like a soldier fall," "My Heart's Home," were both very effectively rendered. The other songs of the evening fell to Miss Birnie, and her rendering of them gave extreme satisfaction. There only remains for mention Mr Stuart's *Steward*, no point in the grotesquerie of which was missed by that painstaking actor. At the close of the performance Miss Firmin, Mr Jack and Mr Norville were called before the curtain and very heartily applauded. The artistic way in which as a whole the play was placed on the boards goes far way to remove the remembrance of the less successful representation of "East Lynne" on Tuesday night. We should strongly recommend the deletion of the line "East Lynne" from the Company's repertoire. It is but a poor poor play at the best, another proof of how miserable may be the adaptation of a magnificent novel; and the Company would gain in fame by adhering to the groove everyone sees they are so well fitted for. We are glad to note that to-night "Our Boys," in which one and all play so admirably and which is a comedy that repays production, will be repeated to-night, when the Theatre will be under the joint patronage of Lieut.-Col. Stuart, Lieut.-Col. Hall, Lieut.-Col. Geddes, Commodore Smith, and officers H. M. Naval Squadron. This is positively the Company's last performance here at the present time; they go on board the *Agamemnon* after the performance, as it is expected she will sail early in the morning. We trust they will have successful seasons at Shanghai and in Japan, and that Hongkong may have an opportunity of patronising them on their return.

HIS EXCELLENCY SR. VISCOUNT DE PAÇO D'ARCO.

In August last a telegram was wired from Lisbon to Macao announcing that a new Governor had been appointed to succeed Viscount de Paço d'Arco, the present Governor of Macao, whose tenure of office expires next month.

His Excellency being now on the eve of his departure from this corner of the earth, it will not be amiss to say a few words concerning his short gubernatorial career.

Arrived here in the latter part of December, 1876, the noble Viscount was received and cordially greeted by the Portuguese community in this Colony, which presented to him a flattering address in the Club Lusitano, to which His Excellency replied in a few but appropriate words, clearly revealing his uprightness and honest determination to maintain the honour of his country, and save Macao from the brink of bankruptcy and ruin, to which she was cast, not only by the encroachment of competition, but by the memorable visitation of the great typhoon of 1874.

His Excellency took the reins of the government of Macao on the 1st of January 1877. He found the old Colony a heap of ruins, public affairs in a very precarious condition, the public coffers entirely empty, a debt of \$176,000, contracted by his predecessor with the Hongkong and Shanghai Bank, to make good; a regiment of houseless and penniless inhabitants, victims of the typhoon, crying for bread, and what was still worse, the insecurity of life and property owing to the utter inefficiency of the police force. A radical reform was necessary in every public department, for the accomplishment of which His Excellency worked with a will and firm determination, surmounting all obstacles and obstructions thrown in his way by the chiefs of the old regime. At one time the thieving confraternity were so audacious, conscious no doubt of their impunity, that a village situated between two Portuguese forts, was attacked, and whole families—some of them composed of 15 to 20 persons—carried away and for whose ransom a heavy sum had to be paid.

His Excellency was not discouraged in the face of all this. He soon conceived a plan, which was immediately put into execution. The police force was doubled, outlying stations were established, the water police strengthened, and a pillory erected in the Chinese quarters, where all convicted thieves received a sound thrashing. This and other effectual measures, adopted by His Excellency, had the desired effect, for the Colony was soon cleared of all rogues and vagabonds, though the *modus operandi* of the fugitive was extremely barbarous and un-Portuguese.

It is not to be wondered at that these high-handed measures have not pleased everybody, much less the Chief Justice Dr Pinto Osorio, who soon came into conflict with the Governor, which was enhanced by the subsequent acts of the latter, into open hostilities. Protests were made, law technicalities cited, and explained, and appeals sent to Lisbon, the result of which was the recalling of the Judge, who was promoted to an important post in Goa, and the approval of the Governor's measures by the Minister of State for the Colonies.

A pamphlet, full of invectives, against the Governor's administration, has just appeared in Lisbon, written, it is believed, by the enraged Chief Justice, but we are glad to see that it was unfavourably received by the Portuguese press.

The security to life and property in Macao having been restored, His Excellency now devoted all his energy in developing the financial resources of the Colony. The revenue at that time was an insignificant one, but owing to his perspicacity and foresight, we soon had the satisfaction to see it touching a figure, which may be called the culminating point, never recorded before in the annals of the Colony, as the following table will show:—

Year.	Revenue.	Governor.
1845-46	\$5,847	
1846-47	78,327	J. M. F. de Amaral.
1847-48	14,119	
1848-49	72,818	Bishop Matta.
1849-50	33,255	P. A. da Cunha.
1850-51	31,589	A. G. Cardoso.
1851-52	110,514	
1852-53	95,338	
1853-54	109,114	
1854-55	134,330	
1855-56	148,499	
1856-57	123,118	Viscount de Praya Grande.
1857-58	176,933	
1858-59	220,132	
1859-60	249,218	
1860-61	244,886	
1861-62	231,896	
1862-63	223,884	Judge J. F. Pinto.
1863-64	238,318	
1864-65	285,008	J. R. C. do Amaral.
1865-66	307,152	
1866-67	326,470	J. M. Ponte e Horta.
1867-68	375,502	
1868-69	366,028	
1869-70	385,874	A. Sergio de Souza.
1870-71	394,059	
1871-72	407,931	
1872-73	487,208	Viscount S. Januario.
1873-74	484,032	
1874-75	373,806	
1875-76	464,794	J. M. Lobo d'Avila.
1876-77	378,491	Viscount de Paço d'Arco.
1877-78	502,099	
1878-79	405,925	

While developing the resources of the Colony without imposing new taxes on the people, His Excellency employed the funds at his disposal in many useful ways, notably in the employment in the Police force of every able-bodied man, who had no occupation whatever, saving thereby a large sum of money which would otherwise have been required for the cost of transporting troops from Lisbon.

The Macao Chinese Community is also much indebted to His Excellency for the Rules and Regulations enacted by him for the Procurator's Department. These regulations are so liberal and adapted to the requirements of the native population, that they are looked upon as the best enactments that have ever regulated that tribunal, on which depend the life and property of the entire native population.

The barren island of D. João, opposite the Praya Grande, was turned by His Excellency into a leper asylum, and no less than one hundred unfortunate wretches are now fed and clothed at the expense of the Macao Government.

His Lordship Dr. Ennes, the Bishop of Macao, would not have been able to establish the important Mission in Hainan, had it not been for the powerful support and assistance he received from the Governor.

Few Governors have landed in Macao with such a determined good-will to work for the welfare of the Colony confined to his care, and fewer still have departed with the conviction of having more loyally and conscientiously performed their duties. We hope that besides this inmost satisfaction which the Viscount de Paço d'Arco will carry with him wherever he goes, he will be duly rewarded by his Sovereign for the valuable services rendered by him to his country, and we heartily wish the noble Viscount equal success in his future career.

—J. J. S. S.

CORRESPONDENCE.

TAXATION IN MANILA.

To the Editor of the "CHINA MAIL."

Hongkong, 14th Oct.

SIR,—Being so far away from the Philippines, it is impossible for me at present to refute the strictures thrown broadcast by Truth in the *Daily Press* of this morning against the Spanish Government. His intention may be a good one, though I very much doubt it. He complains of the heavy taxation in the Philippines. Is the sum of \$12 for a license levied on hawkers, for the purpose of protecting them and their property, a heavy tax? Any man with a particle of common sense and acquainted with the fertility of those islands, will certainly answer most emphatically, No! As to Truth's assertion that the Spanish Government have issued to the famine-stricken people "some doses, enough only to feed a body for six hours," I must say that this savours of excessive exaggeration if not perversion of truth. I must remind Truth that, far from being oppressed with taxation, the people of the Philippines pay less taxes than those of any other Spanish possession.

In fine, if Truth is a sincere philanthropist I would recommend him to send his future effusions to one of the several Manila papers, (so that his advice may be useful to the Government of that place) instead of writing in a foreign language and publishing his views in a paper hundreds of miles away and read only in Manila by a select few.

OPINION.

SUPREME COURT.

IN ADMIRALTY.

(Before the Chief Justice Sir John Smale, and Capt. Thomsett, R.N., and Capt. McMurdy, Marine Surveyor, Nautical Assessors.)

DAMAGES FOR A JUNK RUN DOWN.

SIN KING LOY—Promovent.

RABEN—Impugnant.

Hon. J. Russell, Acting Queen's Advocate, instructed by Mr E. Sharp, appeared for the Promovent; Mr Haylar, Q.C., instructed by Messrs Brereton and Wotton, for the Impugnant.

This case was last before the Court on Monday, when the case for the Promovent was heard.

Mr Haylar now stated the case for the impugnant. The *Gustav*, of which his client was Captain, was a German barque of 680 tons burden. On the 21st of last month she arrived off Hongkong with a cargo of beans from Newchwang and Chefoo. He had now a larger chart giving the entrances in every detail.

The Court desired that the smaller chart, which was used yesterday and which was marked, should be sent for; this was done.

Mr Haylar proceeded. About midnight they were outside the Lamma Channel; they tacked back again to the West of Ling Ting, that is towards Cape D'Agular, the light on which was clearly seen all the time. The night was very dark as described by the witnesses who were on the junk; there was only a moderate wind; but some heavy gusts and a low glass led them to expect a typhoon. The intention of the

direction and then tacked back again and passed through the Lamma Channel for safety for the night. When about six miles from Cape D'Agular, Futoi on the lee bow; the wind was from the N.W., the barque close-hauled on the port tack. Now, according to the evidence of the people on the junk she was making from the east end of Ling Ting, their intention being to keep a straight course and enter the harbour through the West Lamma Channel, the broad channel. She had a very close cross wind; it was blowing from N.W., which would be very nearly a cross wind. This point was of considerable importance as there would be found to be very material discrepancies on these points. The junk people said they found themselves in such a position towards the Lamma Island that part of it obscured the Cape D'Agular light. The look-out man said he did not see that light all the night until he was on board the barque. The Captain said the light was now and again obscured, and he was corroborated on that point, he thought, by the evidence of the steersman. Now, having regard to the direction of the wind, he put it to his Lordship or rather to the assessors, that bearing up from Ling Ting, and making a straight course for the harbour with that wind, that they should have found themselves in the position they described, that is where the Cape D'Agular light was obscured by the Lamma Island, was an absolute impossibility. With a wind like that, as everybody knew, these junks made enormous lee-way; when they were sailing nominally so many points to the wind they were not really anything like so many points. So much was this the case that he submitted that it was a physical impossibility that the junk could have been brought up to where the crew said she was. There was also great discrepancy as to the course the junk was on. His witnesses would state that her head was in the opposite direction to that stated by the witnesses from the junk. The junk people were sailing towards the *Gustav*. If she was coming up from Ling Ting she had in all human probability made pretty much the same course as the barque had done. She had turned back and if, as had been stated, the Cape D'Agular light was occasionally obscured, it was by a portion of Futoi. The mistake made by the junk people was in speaking of Lamma when in reality it was Futoi. If returning with that wind, as he said she was, from the Cape D'Agular she would in all probability get under the lee of the island of Futoi or the adjacent island, more probably Futoi. He admitted that, according to the rules of the road at sea, it was for the barque to get out of the way of the junk, whether she was overtaking her or meeting her. The matter was of no great importance in that connection to the impugnant, for in either case, whether overtaking her or meeting her on the starboard, the barque close-hauled on the port tack, the barque was bound by the rules to avoid a collision if possible. He did not shrink from that view of the case because he desired to put the case fairly before the Court; but the matter had a very material bearing on the truthfulness of the witnesses from the junk, or what was equally if not more important, on their knowledge of what took place. Whether they were, after a fair day's work, all asleep, or whether there was really any cooking going on, was a question for the consideration of the Court or the Assessors. The witnesses who would be heard to-day would give a very different account of what happened to that heard the other day; not only the European evidence but also that of the Chinese pilot. At 11.45, on the night of the 21st, their statements showed, the ship's lights burning clear, the Captain and the pilot being together at the break of the poop where the yards of the ship, the look-out man being in the bows, at the same moment the Captain and the pilot, and the look-out man suddenly saw under the starboard bow, about 4 or 5 points, a junk under the shadow of the island of Futoi. According to their story there was no light at all on the junk, neither on the foremast where it was said it was, nor on the mainmast where he believed it ought to have been, nor on the stern light where it often was, nor on deck. The companion junk also came into view and she also had no light of any kind. At the first moment the Captain did not know whether these junks were dragging their nets or sailing freely towards the barque. From the moment when the first junk came into view it was quite clear that nothing could be done to avoid a collision. From the moment the junk was seen a collision was inevitable.

The question was, Was the junk carrying a light and were the people keeping a good look-out. Almost the moment she could be seen she was reported by the look-out, and he swore distinctly she had no light. The Captain immediately on knowing that a collision was inevitable gave the order to luff and put the helm hard down. The ship obeyed, but there was no time—the junk was only 200 or 300 feet off—no time whatever to materially slacken the speed of the ship, for just as the sails began to shake, according to the statements of the witnesses from the *Gustav*, the foremast of the junk struck the guys of the barque and the foremast fell. The junk then struck the starboard bow of the barque. The whole occurrence took only a minute. The collision was perfectly inevitable at the moment the barque could first be seen, and he believed it was now well laid down—it was laid down in the recent case of the *Princess Alice* and the *Bynall Castle*—that any manoeuvre made by a vessel in extremis, when the collision was inevitable, when it could not have been avoided by any manoeuvre at all, was not to be taken into consideration. His Lordship would also remember the case of the *Khedive*, in which Capt. Stewart, who it was held ought to have given the order to reverse sooner, the accident being inevitable, was held not to blame. It might be said they ought fairly to have seen the junk before they did; the answer to that was found in the evidence of both the crew of the junk and the barque,—the night was very dark. Considering the darkness of the night, the whole circumstances of the case, considering that the barque, as the junk was no doubt doing too, was taking the course she was on to get shelter from a threatened typhoon, he submitted that this was one of those cases of inevitable accident which could not have been avoided, which the *Gustav* certainly could not have avoided through any skill or care on the part of those in charge of her. The junk had probably not expected to meet any ship there, and probably would not have done so but for the threatening weather. These considerations were of value as a test of the

credibility of the witnesses on behalf of the junk as to what took place after the collision occurred. Their story was that the Chinese cook came down on the anchors at the cat's-head and helped the men or some of them up. Now the cook was sitting there at the time, but it actually was the mate of the barque, a German, who did so; and the man who threw the ropes overboard to help them up was the look-out man. These three, the mate, the look-out man and the cook, were there with others who saw the assistance given. The night was very dark and the Captain brought his ship up into the wind, so that the junk with which she had collided floated away. The companion junk came down upon the barque, got entangled in the sparker jibboom and remained there for some time. The first junk drifted down again towards the barque but did not strike. The Captain then saw that the foremast was out of her, but both sides were floating well up out of the water. He asked these people whether they wanted to try to save their clothes and whether they wanted to be put on board their own junk or the companion junk. They said they would remain where they were, and he accordingly brought them on to Hongkong and landed them here next morning. As to the food question, a matter touching the hospitality of the ship, the Chinese said they were refused food. He was instructed that food was offered and given to them very soon after they came on board the barque; about midnight. They had tea and biscuits then, and again tea and biscuits in the morning. Rice and fish were prepared for them and salt pork was boiled for them too. They refused to take any, saying that great grief at the loss of their junk prevented them from eating. As to their being landed properly here he would produce the boatmen who brought them on shore. The Captain had to go ashore on business himself; after which he brought this junk man and placed him at their disposal with his junk. One of the men had meanwhile got off by some other means. He was to bring them to Victoria side, but they said, "No; take us to Yow-mah-tee, where our companion junk will be." He landed them on board that junk. Next day he saw them again and asked them what had become of their junk. They said, "When it was last seen it was drifting away." There was nothing said about any fire then, and nobody belonging to the *Gustav* had ever seen anything of fire after the collision. The Captain of the barque would have taken the junk in tow had he had a fair wind, but as it was impossible. They also told the man when he came on board that their effects had been saved. Another piece of evidence was that when the junk people came on board, there was some conversation as to the cause of the accident, and it was stated that the junk had been coming towards the barque and had no light up. One point for consideration was whether those on board the barque could have seen the junk sooner than they did and in time to keep out of her way, and whether the *Gustav* afterwards took the right course in luffing up into the wind so as to slacken speed and make the inevitable blow as light as possible. The position of the junk when first seen by the *Gustav* was under the shade of the island, 2½ points on the lee bow.

Mr Haylar then called the following witnesses:—

Jürgen Raben, Captain of the German barque *Gustav*.—I have been a master mariner eleven years; I have commanded the *Gustav* nearly five years. Her tonnage is 666 net; 15 hands all told; two mates, carpenter and sailmaker, and four able seamen; the rest are ordinary seamen; Chinese cook and boy. I have been in the habit of trading on the coast and have brought the barque into Hongkong more than a dozen times. On the 21st September, we were making for Hongkong from Newchwang with beans. It was a dark night; threatening weather, low glass; we were afraid of an approaching typhoon. The wind was a little westward of north; unsteady; fresh gusts sometimes; then moderate breeze. The atmosphere was clear, fog; but it was very dark, no moon, and stars only occasionally appearing. There was no rain. We were trying to make the Victoria harbour for shelter. We made Ling Ting and then tacked and were then close-hauled on the port tack. We saw the Cape D'Agular light from before the time we tacked. I was on deck; we were steering on the wind. The mate at the time of the collision was sitting on the hatch near the poop. The look-out man was Karl Kriedner, a competent man whom I shipped ten months ago in New York. He was on the fore-castle. My attention was suddenly attracted by something dark on the lee bow, fully 400 yards off. The Cape D'Agular was about 6 miles distant, say N.E. ½ E.; Futoi we had on the starboard bow four miles distant. We were making about four knots an hour. We had our regulation lights. The look-out man sung out almost at the same moment as I thought I saw something,—"A junk close on the lee bow." There were no lights on the junk. I could not see at the moment whether the junk was under sail or dragging her nets. When I first saw the junk she was just clearing out of the shadow of the dark land. I could see at once that a collision was unavoidable, unless the junk took precautions. I gave orders to luff and that was attended to at once. I also ordered the helm hard down. The ship obeyed her helm. The collision occurred in about one minute after my first sighting the junk. I did not see the actual collision. I saw the junk alongside my ship. I did not notice particularly how the junk's masts were, but I knew one had gone as I heard it snap. I steered the ship to enable the junk's crew to board. There was another junk right ahead, a little on the lee bow. She also came into collision with us. She was on the starboard tack. She rounded the barque's stern so close that she fouled my sparker boom. I tried to get clear of the first junk. After clearing the second junk hanging in our quarter, I observed the first junk drifting down on my lee bow. She was dismasted, but was quite high. I asked the junk's crew if they wished to go back to their own boat or on their companion's. They preferred remaining with me and coming on to Hongkong. Early in the morning I asked if they had had food; they said they had. Next day my sampan took them on board the other fishing junk. This would be about 4 or 5 o'clock. One of them told me he had no money to go ashore with, so I gave him thirty cents.

Cross-examined by Mr Russell:—I was steering by the wind. The junk was steering in the same direction. We were about two and a half or three ships' lengths, about 400 feet, from the junk when I first saw her. I was on the poop all the time. I

did not see the junk's crew come over the ship's side. My mate attended to them. I remained aft, as I was wanted there. I asked if all hands were on board. I was anxious to get to Hongkong as soon as possible. The junk was not waterlogged. One junk can help another junk better than a ship can. I asked them, if they would go on their own junk or their companions', but did not press them to do so. They declined. I took no steps to save their property. I was afraid that other junks would run into me. The second junk did foul me. My barque was not damaged. The mate told me there was nothing broke. Next morning when going ashore I passed under the bows and saw for myself that there was nothing damaged. I gave no instructions to my solicitor, respecting a claim for damages to the barque. I told my solicitor that the collision was entirely the fault of the people in the junk, but I did not say that a claim for damages done to the barque was to be made. I got a letter from Mr Sharp, asking \$1750, the value of the junk. I went to Mr Brereton and told him I would not pay as I considered I was not in fault. There was an offer made by the Chinese to submit the matter to arbitration. I told Mr Brereton I did not want to go into arbitration. "If they want anything with me let them take me into the Court and as early as possible, as I do not wish to be detained in Hongkong." I did not see the look-out man on the fore-castle. Almost as soon as I saw a dark object the look-out man shouted out. I was about 100 feet distant from the look-out man. He ought to have seen it before me if his eyesight were equally good. I said to the pilot that a collision was inevitable. He probably saw the junk as early as I did. I could not see the light on the Green Island when we collided. I first saw the light about two hours afterwards. The regulation lights were in their proper position on the barque. Had the junk people looked over the side they would have been bound to see my lights. I was going about four knots. The ship had luffed about three-quarters of a point, but I could not tell how much less speed this would produce in the ship. The watch was all on deck. The cook was asleep at the time of collision. It is not true that he was the only one who rendered assistance.

Re-examined:—When these people came on board I sang out for the cook to interpret, as they did not speak English. I am apt, as they did not carry lights. Fishing boats do not carry lights. They sometimes burn a torch over the stern. There were a good many junks about, but they were not crowded. They carried no lights.

To Captain Thomsett:—The only Chinese in my crew are the cook and steward. He had with him the sailmaker, two able seamen and two boys. The boys are 21 and 17 years of age, and take the wheel and look-out. I was not in bed. I was on look-out. I tried to tack, but the collision occurred before I had time. I saw no fire on board the junk. She was out of sight in about half a minute from the time I cleared the second junk.

J. Kriedner:—I am an able seaman on board the German barque *Gustav*. I have been six years at sea; two years an able seaman. I was on the look-out on the fore-castle on the night of the 21st September. I went on watch at 11 p.m. I had a clear look-out. I mostly saw from one side to the other, sometimes looking at the side lights. On this night they were bright and clear. The night was dark. There were very few stars. The wind was moderate. A ship's lights could have been seen about one mile off. When I saw the junk I called out,—"A junk close on the lee bow." I called out in a loud voice as soon as I saw the junk. The junk had no lights. She was on a westerly course. Before the collision everything was quiet and still. The junk was in total darkness; she had no light whatever. The junk struck us with her bows. I am quite sure it was not the stern. I jumped to the lee side of the ship and threw four or five ropes-ends to help to save the Chinese. As soon as I had thrown the ropes-ends over the ship's side I saw several of the European crew run to the fore-castle to assist the Chinese. The second mate was there. I could not see him, but I heard his voice.

Cross-examined:—The bowsprit got entangled in the junk's gear. After the crew left the junk she drifted away astern.

Re-examined:—I threw the ropes-ends into the water in case any of the junk's crew might be overboard.

To Captain Thomsett:—I was at the wheel from 10 till 11 o'clock. I then went on the look-out. I saw no fire or light on the junk.

By His Lordship:—The junk disappeared about a quarter of an hour after the Chinese had boarded the barque. The first junk was on the port side and in sight when the second collision occurred.

The Court here rose for tiffin at 2 o'clock. On resuming an hour afterwards, Adolph Wanderleek, the chief officer, ten years a seaman and two years an officer, who was on deck at the time the collision took place, corroborated the Captain as to the facts of the collision. When the Captain gave the order to luff and put the helm hard down he ran and put the helm hard down. He then went forward and guided down on the anchor at the cat's-head helped five men up. When there holding on by the left hand, and the people coming to the high part of the junk, he could get there and ordered for them within half an hour after they came on board. Neither the Captain nor he ever suggested the crew going back to their own junk; that would have been unseamanlike, considering the state of the weather.

This witness could speak English well enough; but preferred to give his evidence in his own language (German), to which the Chief Justice had no objection. Mr Stockhausen, the usher of the Supreme Court, interpreted.

The next witness was the Chinese pilot, Ohn Ahun, who stated the facts of the collision virtually in the same terms as the Captain and mate. He believed the collision could have been avoided had both the junk and the barque seen one another soon enough. The Chinese junk's head should have been put to the north-east. The junk should have seen the ship's lights in time. He could have seen the junk a mile off even without a light. She was, however, hid in the shadow of Futoi.

This witness admitted in cross-examination by the Harbour Master, that he was one of the crew of a licensed pilot boat; he acted as pilot and got more money from his master. For the *Gustav* he got \$3 and gave his master \$3. He always got half the pilotage when he piloted a vessel. He had \$4 besides as wages.

The case was then adjourned till Saturday, at 10 o'clock, the expectation being that they will be able to finish the case that day; the Sessions to be formally opened and adjourned on that day to allow of this being done.

Police Intelligence.

(Before C. V. O'neagh, Esq.)

Wednesday, Oct. 15.

DRUNK AND INCAPABLE.

John Somers, 26, a fireman on board the S.S. *Radnorshire*, was fined \$1 or to suffer three days' imprisonment for being drunk and incapable in the Queen's Road, on the 14th instant.

DRUNK AND DISORDERLY.

Norman McCaskell, 42, seaman, S.S. *Pernambuco*, was charged with being drunk and disorderly and with having destroyed gold dust to the value of \$2 in a silversmith's shop in Stanley Street, on the evening of the 14th instant.

Fined \$1, and to pay \$2 amends to the complainant, in default, ten days' imprisonment. Fine paid.

UNLAWFUL POSSESSION.

Sit Alan, 53, washman, was charged with being in unlawful possession of a pillow-case, the property of the Government. J. M. Dowling, steward in the Government Civil Hospital, recognised the pillow-case as the property of the Government by its having the Hospital mark on it. Nearly all the cases of the pattern were destroyed at the first last Christmas. When apprehended defendant offered to "cunshaw" and "chin-chin" witness if he would let him off.

Defendant said he got the case from a former steward. It was filled with old potatoes.—Fined \$15, in default, fourteen days' imprisonment with hard labor. Fine paid.

STEALING CLOTHING AND MONEY.

The case in which James Murray, seaman in the *Homeswood*, was charged with stealing a coat, cap, and \$1.50 yesterday, was again before the Court to-day, when defendant was discharged.

LARCENY.

Ezekiel Francis, 19, fireman, unemployed, was again brought up this morning on a charge of larceny of clothing, jewellery and money to the value of \$300, at Singapore. Evidence was led to show that complainant met the defendant in Saigon, and but of compassion found him in food and lodging for some days. After complainant had sailed for Australia defendant, with the wife and children of complainant, came to Hongkong where they now are.

Case further remanded for a week to obtain instructions from H.E. the Governor.

A CONFIRMED LOAFER.

The case in which Thomas Lewis, 19, of Hongkong, a seaman unemployed, was charged on the 10th inst. with larceny of clothing from the Naval Yard at Kowloon on the 7th instant, was again brought up to-day.

Evidence was given by two witnesses to prove the selling of a great coat on the 7th instant. Remanded till 17th instant.

A second charge against prisoner for stealing clothes from a house in Aberdeen Street, about a month ago, was also called, but no further evidence taken. Also remanded till the 17th instant.

DETAINING A CHILD.

Lai Afung, 46, a widow, was charged with detaining a child named Chun Ho, alias Ut Hoshin, under 14 years of age, with intent to deprive the lawful guardians of the possession of the said child.

The child was brought to the Central Police Station by a constable, who found the child wandering about the streets. On enquiry being made defendant was found, who claimed the child, having purchased her for \$24.50 at Kowloon. She afterwards stated that it was at Singpoon she made the purchase, and that the woman who sold the child represented herself as her mistress.

Remanded till the 17th instant. The Magistrate intimated his willingness to admit defendant to bail in \$100, but the money was not forthcoming.

Quotations.

HONGKONG, October 15.

OPIMUM.—	New Patna, cash....	\$555
"	Old " " " " " "	580
"	New Bonares, cash, 512½	
"	Old " " " " " "	512
"	New Malwa, credit, 720	
"	Allowance " " " "	720
"	Old Malwa, credit, 750	
"	Allowance " " " "	750

Notices of Firms.

NOTICE.

MR. ALEXANDER C. LEVYSOHN retired from our Firm in Hongkong and China on the 31st of December last, and Mr. LORENZ POESNECKER was admitted a PARTNER therein on the same day.

Mr. JULIUS KRAMER has been authorized to SIGN our Firm per Procuration at CANTON.

ARNHOLD, KARBURG & Co.
Hongkong, October 11, 1879. nol1

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. JOHN FAIRBAIRN in our Firm here and in Yokohama, CEASED on the 31st March, 1879.

LANE, CRAWFORD & Co.
Hongkong, October 6, 1879. nol6

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER
AND
COMMISSION AGENT.

All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.
Hongkong, July 1, 1879.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. C. BRAUN in our Firm, CEASED on the 23rd September A.C.

Mr. C. STIEBEL is authorized to SIGN our Firm.

REISS & Co.,
Hongkong, Shanghai, Yokohama.
Hongkong, October 3, 1879. ja3

NOTICE.

FROM the 1st of OCTOBER, Dr. EASTLACK will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1878.

Intimations.

CONSULAT DE FRANCE.

Le Gouvernement de la Cochinchine mettra en adjudication le 3 Novembre prochain un SERVICE MENSUEL de DIRECT PAR BATEAU à VAPEUR entre Saigon, le Tonquin, et Poulo-Condor. Le cahier des charges peut être consulté à la Chancellerie du Consulat de France.

Hongkong, le 9 Octobre, 1879.

Le Chancelier p.i.,
J. LE GLAY.

FRENCH CONSULATE.

THE Government of Cochinchina invite TENDERS for a DIRECT MONTHLY SERVICE by STEAMER between Saigon, Tonquin, and Poulo-Condor; Tenders to be opened on the 3rd November next.

Full Particulars may be seen at the French Consulate.

J. LE GLAY,
Acting Chanceller.

Hongkong, October 9, 1879. oc26

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also entire Godowns to be let.

MEYER & Co.
Hongkong, October 1, 1879. nol

COSMOPOLITAN DOCKS.

W. B. SPRATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.

The DIMENSIONS of the Dock are:—460 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft. Office, 20, PRINCE CENTRAL, Hongkong.

Hongkong, October 4, 1879. 4oc80

Volume Eighth of the

"CHINA REVIEW."

Now Ready.

No. 1.—Vol. VIII.

—OF THE—

"CHINA REVIEW"

CONTAINS—

Translations from the Lit-ti, or General Code of Laws.

New Cantonese Words.

Translations of Chinese School-books.

The Ballads of the Shi-king.

Nestorianism at Canton.

Korean Pronunciation of Chinese.

The Critical Disquisitions of Wang Ch'ung.

Brief Sketches from the Life of K'ung-ming.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Worship of the Emperor's Tablet.

Snake Bites.

A Terra-cotta Vase with supposed Chinese Inscription discovered by Dr. Schlegemann, at Hissarlik (with illustrations).

Opium Consumption in China.

Official Usurers.

Heraldic and other Designations.

Coin of the Ming.

A Porcelain "Coin" (with woodcut).

Books Wanted, Exchanges, &c.

Hongkong, September 24, 1879.

Intimations.

F. VINCENTOT.

WINE, SPIRIT, AND PROVISION MERCHANT, AND STOREKEEPER, HONGKONG.

BEGS to inform his Patrons and the Public generally that he has received a Large Assortment of

FRENCH WINES, LIQUORS, SPIRITS, and STORES of the Best Quality (French Produce).

N.B.—F. V. is ready to supply at any of the Coast Ports, as well as in Hongkong, any quantity that may be required to suit Purchasers.

F. VINCENTOT,
No. 4, Peel Street.
Hongkong, October 10, 1879. nol10

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in order that the DISTRIBUTION of the PORTION of PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 24, 1879. oc31

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879, in order that the PORTION of the NET PROFITS to be reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, August 2, 1879. nol

DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

TENTH RETURN OF CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on 13th October, Payable at the Office of the Liquidators, on MONDAY, 20th October.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th July, inclusive.

By Order,
RUSSELL & Co.,
Liquidators.

Shanghai, October 1, 1879. nol6

YANGTSE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND TO POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIA CONTRIBUTED, payable at our Office on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co.,
Agents.

Hongkong, May 5, 1879.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBURG & Co.

Hongkong, Sept. 3, 1879. See80

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, and II, A to M, with Introduction. Royal 8vo., pp. 404.—By ERNEST JOHN EITEL, Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES;

Also,

PONDICHERY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON SATURDAY, the 18th October, 1879, at Noon, the Company's S. S. TIGRE, Commandant CHAMPENOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th October, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 1, 1879. oc18

MITSU BISHI MAIL STEAMSHIP COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIIGATA MARU, Captain WALKER, due here on or about the 13th Instant, will be despatched as above on SATURDAY, the 18th October, at Noon.

Cargo received on board until 6 p.m. of 17th, and Parcels at the Office up to 10 a.m. of day of sailing.

No Bill of Lading signed under \$2 Freight.

All Claims must be settled on board before delivery is taken, otherwise they will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin \$60. Steerage \$15.

YOKOHAMA & DO. \$75. DO. \$20.

NAGASAKI.....Do. \$60. DO. \$20.

A REDUCTION is made on RETURN CABIN PASSAGES.

CARGO and PASSENGERS for Nagasaki will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's OFFICES, No. 6, QUEEN'S ROAD CENTRAL.

Hongkong, October 7, 1879. oc18

Occidental & Oriental Steam Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and

UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

and

ATLANTIC STEAMERS.

THE S. S. GALLIC will be despatched for San Francisco via Yokohama, on WEDNESDAY, October 22nd, 1879, at 3 p.m., taking Cargo and Passengers to Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 21st October. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN PASSENGER TICKETS.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, September 27, 1879. oc23



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON; VIA BOMBAY.

Also,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANCONA, Capt. E. G. STREED, will leave this on SATURDAY, the 25th October, at Noon.

Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuable will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to A. MOLYER, Superintendent.

Hongkong, October 13, 1879. oc25

Notices to Consignees.

CASTLE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE S. S. Bramar Castle, Thomson, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed, at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 20th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, October 13, 1879. oc20

SHIRE LINE OF STEAMERS.

FROM LONDON AND SINGAPORE.

THE S. S. Radnorshire, DAVIES, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed, at their risk into the Godowns of the Undersigned at Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 20th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, October 13, 1879. oc20

OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.

CONSIGNERS of Cargo by Steamship OCEANIC are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at Wanchai, from whence delivery may be obtained, on countersignature of Bills of Lading.

Goods remaining unclaimed after the 25th Instant will be subject to rent. No Fire Insurance has been effected.

H. M. BLANCHARD,
Acting Agent.

Hongkong, October 14, 1879. oc21

NOTICE TO CONSIGNEES.

BRITISH BARQUE HARRINGTON, FROM ANTWERP.

CONSIGNERS of Cargo by the above Vessel are hereby notified that to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBURG & Co., Agents.

Hongkong, October 7, 1879. oc18

NOTICE TO CONSIGNEES.

S. S. "NIIGATA MARU" FROM KOBE AND YOKOHAMA.

CONSIGNERS of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 14th Instant, will be landed and stored at Consignees' expense and risk.

MITSU BISHI MAIL S. S. Co.,
6, Queen's Road Central.

Hongkong, October 13, 1879.

INSURANCES.

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE Insurance in China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. 2jn80

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 206,370

TOTAL CAPITAL AND AC-
CUMULATION, 25th April, 1879.....Tls. 856,370

Directors.

F. B. FORBES, Esq., Chairman.

M. W. BOYD, Esq. W. METERIK, Esq.

C. LUCAS, Esq. S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs BARING BROTHERS & Co., Bankers.

FULLARTON HENDERSON, Esq., Agent.

8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all parts of the World.

Subject to a charge of 12 1/2 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co., Agents.

Hongkong, October 1, 1879. 1oc90

Insurance.

SWISSLOV.

TRANSPORT INSURANCE COMPANY OF WINERTHO.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co. Agents.

Hongkong, June 1879. 2jn80

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.